

PORT OF NEW-YORK.....JAN. 1

Cleared.

Steamships—Atlantic, West, Liverpool, E. K. Collins, G.
Eda. Griffen, Havana and New-Orleans, M. O. Roberts.

Steamships—Atlantic, West, Liverpool, E. K. Collins, G. ada, Griffin, Havana and New-Orleans, M. O. Roberts.
Ships—Norton, W. Norton, San Francisco, C. H. Church & Michael Angelo, Robinson, Antwerp, Neamth & Co.; Aus- taining, Liverpool, C. Grinnell; Try (Br.), Sansou, Havre & W. Meyer.
Brig—Mary, Mahony, St. John, N. B. T. Wallace; Re- ward, Gale, Home, Kane, Waldeich & Knox; Lucy Ann.

ste, Cardenas, F. Smith & Co.; Voador (Braz.), Machado,
 de Janeiro, Corning & Bento.
 Schoemans—Arlington, Anderson, Moblie, Stargis, Claff
 & Co.; Sattila, Wase, Attapais, Peck, Church & Co.; Cor
 (Br.), Cook, Goudaloupe, Melville, W. Wheelock, Bonita (I
 & Co.; Halifax, D. B. De Wolf; Clara Borges, Reyane, C
 J. Foulk & Son; Mindora, Sargent, Trinidad, C. & E
 Peters.
 Niagara—Maria Louisa, Bennet, Fall River, master; Bl
 stone, Reynolds, Providence, master.

Arrived.—**U. S. mail steamer Chicago, Ballico,** from New Orleans, 25th inst. and **U. S. mail steamer Iroquois & Bark Ives, Beattie,** Havana Dec. 25, **major riggers,** **the Messrs Taylor & Co., Experienced riggers.** Saw a great many barrels, bales of cotton and sugar. Was 10 days without an observation, and fifteen days at N. of Cuba. Saw a great many birds, and a few mammals. Saw a few birds of brain fever, inst. at sea. Wm. Waters of Holland fled from the steamer yesterday at 10 o'clock (for Baltimore). **Scalies, Rio Grande (Brazil)** 26 birds, horns, etc., at N. of Thompson Jan. 2, at 20 miles, 10, 40, 50, 60, 70, 80, 90, 100, 110, 120, 130, 140, 150, 160, 170, 180, 190, 200, 210, 220, 230, 240, 250, 260, 270, 280, 290, 300, 310, 320, 330, 340, 350, 360, 370, 380, 390, 400, 410, 420, 430, 440, 450, 460, 470, 480, 490, 500, 510, 520, 530, 540, 550, 560, 570, 580, 590, 600, 610, 620, 630, 640, 650, 660, 670, 680, 690, 700, 710, 720, 730, 740, 750, 760, 770, 780, 790, 800, 810, 820, 830, 840, 850, 860, 870, 880, 890, 900, 910, 920, 930, 940, 950, 960, 970, 980, 990, 1000, 1010, 1020, 1030, 1040, 1050, 1060, 1070, 1080, 1090, 1100, 1110, 1120, 1130, 1140, 1150, 1160, 1170, 1180, 1190, 1200, 1210, 1220, 1230, 1240, 1250, 1260, 1270, 1280, 1290, 1300, 1310, 1320, 1330, 1340, 1350, 1360, 1370, 1380, 1390, 1400, 1410, 1420, 1430, 1440, 1450, 1460, 1470, 1480, 1490, 1500, 1510, 1520, 1530, 1540, 1550, 1560, 1570, 1580, 1590, 1600, 1610, 1620, 1630, 1640, 1650, 1660, 1670, 1680, 1690, 1700, 1710, 1720, 1730, 1740, 1750, 1760, 1770, 1780, 1790, 1800, 1810, 1820, 1830, 1840, 1850, 1860, 1870, 1880, 1890, 1900, 1910, 1920, 1930, 1940, 1950, 1960, 1970, 1980, 1990, 2000, 2010, 2020, 2030, 2040, 2050, 2060, 2070, 2080, 2090, 2100, 2110, 2120, 2130, 2140, 2150, 2160, 2170, 2180, 2190, 2200, 2210, 2220, 2230, 2240, 2250, 2260, 2270, 2280, 2290, 2300, 2310, 2320, 2330, 2340, 2350, 2360, 2370, 2380, 2390, 2400, 2410, 2420, 2430, 2440, 2450, 2460, 2470, 2480, 2490, 2500, 2510, 2520, 2530, 2540, 2550, 2560, 2570, 2580, 2590, 2600, 2610, 2620, 2630, 2640, 2650, 2660, 2670, 2680, 2690, 2700, 2710, 2720, 2730, 2740, 2750, 2760, 2770, 2780, 2790, 2800, 2810, 2820, 2830, 2840, 2850, 2860, 2870, 2880, 2890, 2900, 2910, 2920, 2930, 2940, 2950, 2960, 2970, 2980, 2990, 3000, 3010, 3020, 3030, 3040, 3050, 3060, 3070, 3080, 3090, 3100, 3110, 3120, 3130, 3140, 3150, 3160, 3170, 3180, 3190, 3200, 3210, 3220, 3230, 3240, 3250, 3260, 3270, 3280, 3290, 3300, 3310, 3320, 3330, 3340, 3350, 3360, 3370, 3380, 3390, 3400, 3410, 3420, 3430, 3440, 3450, 3460, 3470, 3480, 3490, 3500, 3510, 3520, 3530, 3540, 3550, 3560, 3570, 3580, 3590, 3600, 3610, 3620, 3630, 3640, 3650, 3660, 3670, 3680, 3690, 3700, 3710, 3720, 3730, 3740, 3750, 3760, 3770, 3780, 3790, 3800, 3810, 3820, 3830, 3840, 3850, 3860, 3870, 3880, 3890, 3900, 3910, 3920, 3930, 3940, 3950, 3960, 3970, 3980, 3990, 4000, 4010, 4020, 4030, 4040, 4050, 4060, 4070, 4080, 4090, 4100, 4110, 4120, 4130, 4140, 4150, 4160, 4170, 4180, 4190, 4200, 4210, 4220, 4230, 4240, 4250, 4260, 4270, 4280, 4290, 4300, 4310, 4320, 4330, 4340, 4350, 4360, 4370, 4380, 4390, 4400, 4410, 4420, 4430, 4440, 4450, 4460, 4470, 4480, 4490, 4500, 4510, 4520, 4530, 4540, 4550, 4560, 4570, 4580, 4590, 4600, 4610, 4620, 4630, 4640, 4650, 4660, 4670, 4680, 4690, 4700, 4710, 4720, 4730, 4740, 4750, 4760, 4770, 4780, 4790, 4800, 4810, 4820, 4830, 4840, 4850, 4860, 4870, 4880, 4890, 4900, 4910, 4920, 4930, 4940, 4950, 4960, 4970, 4980, 4990, 5000, 5010, 5020, 5030, 5040, 5050, 5060, 5070, 5080, 5090, 5100, 5110, 5120, 5130, 5140, 5150, 5160, 5170, 5180, 5190, 5200, 5210, 5220, 5230, 5240, 5250, 5260, 5270, 5280, 5290, 5300, 5310, 5320, 5330, 5340, 5350, 5360, 5370, 5380, 5390, 5400, 5410, 5420, 5430, 5440, 5450, 5460, 5470, 5480, 5490, 5500, 5510, 5520, 5530, 5540, 5550, 5560, 5570, 5580, 5590, 5600, 5610, 5620, 5630, 5640, 5650, 5660, 5670, 5680, 5690, 5700, 5710, 5720, 5730, 5740, 5750, 5760, 5770, 5780, 5790, 5800, 5810, 5820, 5830, 5840, 5850, 5860, 5870, 5880, 5890, 5900, 5910, 5920, 5930, 5940, 5950, 5960, 5970, 5980, 5990, 6000, 6010, 6020, 6030, 6040, 6050, 6060, 6070, 6080, 6090, 6100, 6110, 6120, 6130, 6140, 6150, 6160, 6170, 6180, 6190, 6200, 6210, 6220, 6230, 6240, 6250, 6260, 6270, 6280, 6290, 6300, 6310, 6320, 6330, 6340, 6350, 6360, 6370, 6380, 6390, 6400, 6410, 6420, 6430, 6440, 6450, 6460, 6470, 6480, 6490, 6500, 6510, 6520, 6530, 6540, 6550, 6560, 6570, 6580, 6590, 6600, 6610, 6620, 6630, 6640, 6650, 6660, 6

[illegible]

Sch. H. E. Stoney, Fernbank, Charleston 5 days, cotton
Sch. J. Fisher, Fittler, Johnston, Charleston, cotton and rice
Semant & Tallman.
C. H. Chickster, Richmond, dead; tobacco
C. H. Pierson & Co.
Sch. F. Nickerson, Goodwin, Georgetown, S. C., naval stores
Cotton.
Sch. B. B. Cramer, Cavalier, from the scht. S. P. Lovell, sea-
son.

on Deal Reach, with 3,000 bushels wheat.
Schr. Newark, Turner, Boston, 3 days, corn, B. N. F.
Schr. Maria Jane, Thomas, Virginia, pine wood.
Propeller, Ostree, Ark. Providence.
Propeller, Oprey, Kinney, Providence.

BELOW—Ship S. F. Austin, Clark, hence for Galveston;
23, returning to port, having experienced heavy weather, do
which lost spars, shifted cargo, &c. Also below, one ship.

SAILED—Steamship Granada, Griffin, for Havana and New
Orleans; ships Majestic (Br.), Wales, for Liverpool; J.
Thompson, Pendleton, for Liverpool; Regulus, Thompson
New-Orleans.

The steamer Island Belle picked up yesterday evening about 12 miles S. E. of the Bar, the masthead (measuring about 12 feet) and mainyard of some large vessel and towed them ashore. The masthead and yard were both painted black and appeared new. There is considerable rigging attached, but only a few yards of sail. The yard is wrapped ambisuish with very metal. They probably belong to the ship Western Gentle, arrived 14th from Calcutta, dismantled.

Steen, a prominent local contractor, will leave there to-day, or Monday. A canal or dock has formed by excavating underneath and between her and water of a sufficient depth to allow high water to float her out. This plan, as is devised as the easiest and the cheapest one for removing her. Should it not prove successful, the contractor (Messrs. Simonson & Luger) will place on ways and launch her. In either event it may form quite an interesting chapter in the history of City Island, as no vessel has ever been launched there.

It is not improbable that the increase of population
trade may ere long give rise to extensive and flourishing
yards there or in that vicinity, where the building and launch-
ing of the largest vessels may yet become matters of ordinary
almost every-day occurrence.

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Disasters, &c.

MISSING VESSEL.—Brig H. W. Moncure, Green, which sailed from New-York 21st ult. for Norfolk, has not been heard of. It was owned in Baltimore. It is feared she is one of the known vessels reported ashore to the southward.

ON OCT. 7, while ship Lagoda was lying in Santa Bay, C. Lamphier went on board ship Phoenix of Nantucket; while there commenced blowing, and being anxious to return, he obtained permission to go ashore to have some food.

When near his own ship, the boat was swamped, and all on board were lost, including Capt. Lamplugh. He was the only man on board the Phoenix. The Lagoda arrived at Hopedale Nov. 14 in charge of the mate of ship Ontario, Mr. Wardman. Mrs. Lamplugh and her child were on board during the summer. **SHIP "MAAC ALLERTON,"** from Liverpool for New-York, was wrecked at Bermuda, has been surveyed, and an abandonment of the vessel recommended, as there for her cannot be procured.

SHIP LEODES (of Boston). Graves, from Melbourne Superphosphate Co. Ltd., London, for 300 tons of superphosphate to be loaded at Swansea for England, under a charter of £5 per ton.

heavy small of Cape Otway, carried away fore-topmast, of foremast, maintop gallant-mast and other spars, split sails. Returned to Melbourne Sept. 19 for repairs, which would about £300; would be ready to leave again Oct. 5.

PERUVIAN BARK CARLOS & HENRIQUEZ, Adams, put into Sydney about Nov. 6, leaky. She was from Callao via Stra Magellan for Barcelona, in ballast. Insured in Boston or New York.

CAPT. GERRLOCK, his mate and four seamen, of brig *John*, from Ludwigs from Georgetown, S. C., for Newburyport (before the schooner abandoned), were rescued off Cape Hatteras by the Richmond, Gockin, from New-Orleans, which arrived at Falmouth on the 28th ult.

SCHE. GEORGE MANGHAM, which arrived at New-Orleans on the 24 inst. from Philadelphia, reports having experienced the heaviest during the passage; sprung foremast, lost jibboom and

SCHRE ELLEN, Capt. Rogers, from Boston about Nov. 22, 1862, was fallen in with on the 22d Nov. in lat. 42 18' 52 53, and being in a sinking condition, Capt. R. and her crew in number, were taken off by Capt. Hutchinson, of ship Turner of Portland, and carried to Havre, where they arrived on the 26th ult.

SHIP CARRIER DOVE, COBURN, at 400 ft. long, experienced a tremendous hurricane on the 13th Oct. only days out from New-York, which carried away mainmast, five feet above the eyes of the rigging together with the mast and topmast-mast, and everything attached to it; also, the fore and main-top-topmast-masts, with everything belonging to them. The hull was sustained no damage.

THE SHIP WILLIAM H. CHICKCOCK, reported burned at sea on the 13th, was elevated from New-York Nov. 22, for it

the English coast, and was laden with a cargo of 2,250 bales of cotton, valued at about \$110,000. Of the above number, we hear that 1,600 bales are insured in France; the remainder, 650 bales, or a large portion of it, insured in Wall street. The W. H. was valued at \$32,000, fully covered by insurance, as is also the freight-money. \$100,000 in New York.

SCHOONER ARAMINTA, Marshall, at Baltimore, yesterday, was taken, she sailed upon the False Cape, and is

CRUISE ULTRA, Lawrence master, hence for Pernambuco, was reported lost on Magada Reef Dec. 13, was a yacht and bound to the Pacific Ocean via Pernambuco. She had her mainmast in the Gulf Stream. Nov. 12, when five days from New-York. She fell in with the U. S. steamer-of-

Louis, which rendered all the assistance she could, with a small jury mast and furnishing her with some spare parts. The captain ran for St. Thomas as previously stated, but could not fetch to windward of Anegada Reef, where the ship was wrecked. The captain and crew then took to the boats and fled to Tortola on the 14th ult. The wreckers succeeded in salvaging about nine hundred dollars worth of cargo and materials from the ship. The captain and crew lost everything.

MARK ELIZABETH LEAVITT, Capt. Hackett's, which did New-Orleans 29th ult., with a general cargo, for Boston, & the S. W. Pass 5th inst., returning to New-Orleans, leaking in want of repairs.

A LETTER from Norfolk, dated Jan. 14, to the Secretary of Board of Underwriters, says that the schr. Ashland, driven ashore and went ashore at that place. Her cargo consists of 427 bushels of wheat and 217 barrels flour, which is

SCHM. JAMES BIRDSALL, from Norfolk for New-York
back 11th on account of an accident to one of the crew.

PART of vessel's stern, with the word "Josephine" up-drafted ashore at the back of Cape Cod, 16th inst. (Prob-
ably that of the schr. Josephine, hence for Dover, which vessel was
ashore in Gloucester harbor on Sunday, and went to piece
before stated.)

THE STEAMER SAM BEEBY, Capt. Guthrie, when return-
ing to Wilmington, N. C. from Beaufort, where she had been
render assistance to the schr. Ned, on Saturday morning
last, about three

Sloops **NODDLE** and **SAMPSON**, arrived at Boston, 16th with cargo from ship Irene, ashore near Point Shirley. The remained as before reported. She will probably be got out

A LETTER dated Key West, Jan. 10, says: The brig *Sam Murray*, has completed her repairs, and cleared the 4th inst. for St. Marks. Her total expenses amounted to \$2,500. The repairs of the vessel were \$1,900, and charges on the cargo \$1,000, salvage \$1,000. The brig *Isabella Sanford*, has repaired, at now loading for Providence. The expenses will amount

SCHM. JAMES ROSE, Lovett, master, which sailed from M^{rs} for Charleston on the 14th of November, with an assorted c^o of fruits, &c., has put into Jacksonville, (Fla.) in distress, having experienced a heavy northerly gale on the 5th and 6th in lat. 30 21, lon. 79, during which the vessel sprang a leak.

SCHEER, FAIR, Osborne, at Norfolk, from New-York, bound for Baltimore, with an assorted cargo, in the gale of Saturday last carried away bulwarks, lost jib, davits, split sails, &c. would proceed on her voyage without repairs.